Private-Partnership basis. Earlier, the individual projects under NHDP were appraised and approved by the National Highways Authority of India (NHAI) Board in accordance with the guidelines laid down by the Public Investment Board (PIB) after the same were cleared by the PIB for predominantly public funded projects under National Highways Development Project (NHDP) Phase-I and II. The implementation of projects on PPP basis also necessitated new documentation such as Model RFQ, Model RFP and Model Concession Agreement (MCA). The changes in the process/procedures are amongst some of reasons for delay in execution. On the basis of review of progress of implementation of NHDP, various measures for expediting clearance of projects for execution which includes empowering the NHAI Board for appraisal/approval of individual projects have been suggested. It is the endeavour of the Government to address the relevant issues and suggestions after due consultation with all concerned.

Financing of Golden Quadrilateral Project

2083.SHRI SHANTARAM LAXMAN NAIK: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Golden Quadrilateral project is financed by the Government;

(b) if not, whether any phase or part of the phase was financed by the Government;

(c) which phase or phases were financed by the Government;

(d) whether tenders are now allotted a Built-Operate-Transfer (BoT) basis;

(e) which are the phases allotted or proposed to be allotted on (Built-Operate- Transfer (BoT) basis; and

(f) the details of toll charges levied or the projects directly financed by the Government and those tendered under BoT basis?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) to (c) Yes, Sir. National Highways Development Project (NHDP) Phase-I which includes the Golden Quadrilateral Project and Phase-II consisting mainly of North South-East West (NS-EW) Corridor projects were predominantly financed by the Government.

(d) to (e) Yes, Sir. Government has decided to undertake the balance projects of NHDP Phase-II and all NHDP projects under Phase-III and onwards, on Build, Operate and Transfer (BOT) basis.

(f) Toll charges are levied in accordance with the provisions of the National Highways Fee (Determination of Rates and Collection), Rules 2008 notified on 05 December, 2008. The said rules provide for uniform rates for the public funded as well as the private investment (BOT) projects. The details of user fee levied under NH Fee Rules, 2008 for various types of vehicles are given in the Statement.

Statement

Extracts from National Highways Fee (Determination of Rates and Collection) Rules, 2008:

Rule 4: Base rate of fee: (1) The rate of fee for use the section of the section of national highway, permanent bridge, bypass or tunnel constructed through public funded project or private investment project shall be identical.

(2) The rate of fee for use of a section of national highway of four or more lanes shall, for the base year 2007-08, be the product of the length of such section multiplied by the following rates, namely:

Type of Vehicle	Base rate of fee per km (in Rupees)
Car, Jeep, Van or Light Motor Vehicle	0.65
Light Commercial Vehicle, Light Goods Vehicle or Mini Bus	1.05
Bus or Truck	2.20
Heavy Construction Machinery HCM) or Earth Moving Equipment (EME) or Multi Axle Vehicle (MAV) (three to six axles)	3.45
Oversized Vehicles (seven or more axles)	4.20

New NHs in North-Eastern States

2084.SHRI MATILAL SARKAR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) how many new National Highways are coming up in the North-Eastern States during the year 2009-10 and the names thereof;

(b) the status of four-laning of NH-44 as decided about four year back;

(c) whether Government is aware that the NH-44 is rendering unworthy of use for lack of maintenance works; and

(d) the decision of Government to develop this life-line road to Tripura?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) The requirement of resources for development of existing National Highways in the Country is huge as compared to availability of resources. At present, emphasis is being given for development of roads already declared as National Highways instead of declaring more roads as National Highways. At present declaration of any new National Highway in the North-Eastern States is not envisaged.

(b) to (d) 582 Kms length of NH-44 in Meghalaya, Assam and in Tripura is entrusted to National Highways Authority of India. Out of this, 252 Km length in Meghalaya and Assam is to be upgraded